

APPENDIX A

ARRIVAL AIRFIELD CONTROL GROUP (AACG) CHECKLIST

A. The commander or officer in charge will:

1. Brief all personnel engaged in AACG operations.
2. Establish required communications.
3. Obtain parking and flow plan from the mobility force.
4. Coordinate Materials Handling Equipment (MHE) with the mobility force.
5. Ensure sufficient off-load teams with pusher vehicles are available.

B. The AACG officer will:

1. Coordinate with the mobility force to ensure all personnel and equipment are cleared from arriving aircraft and guided to the release point or holding areas.
2. Maintain current status of arrivals and departures of deploying unit personnel and equipment at the arrival airfield.
3. Ensure airfield diagrams, with routes designated to release point and holding areas, are provided to arriving units.
4. Ensure communications are operational between all elements of the AACG.
5. Ensure deploying units retain all shoring and floor protection materials as determined at the joint planning conference.
6. Determine and coordinate crash, fire, and rescue protection requirements.

C. The holding area officer will:

1. Coordinate MHE use with the AACG and mobility force.
2. Keep AACG informed of problems that may affect the movement schedule.
3. Collect shoring and floor protection materials from arriving units (only if deploying units were instructed to dispose of shoring materials at arrival airfield).
4. Return all non-deployed unit or AACG controlled Air Force equipment (463L pallets, nets, tie-down devices, etc.) to the mobility force. NOTE: Collected shoring may be retained for redeployment.

D. The unit or AACG administration officer will:

1. Act as safety representative for units involved in movement operations and brief all unit personnel.
2. Investigate all incidents and accidents and prepare reports.
3. Ensure personnel and the base and installation provide related services for arriving units.

E. The logistics officer will:

1. Ensure logistics requirements for the AACG and deploying units are met.
2. Coordinate with the unit representative at the arrival airfield area for ground transportation required to move personnel and equipment to the objective area.
3. Coordinate and supervise ground transportation to move units to the objective area.

F. The AACG statistics officer will:

1. Compile pertinent data required by the AACG.
2. Coordinate with the mobility force on reports required by higher headquarters. Reporting will include, but is not limited to:
 - a. Personnel and equipment departures from the arrival airfield en route to the objective area.
 - b. Number of aborts.
 - c. Number and location of any unscheduled stops en route.
 - d. Names of all personnel killed or injured in any aircraft accident.
 - e. Automated intransit visibility interface.

APPENDIX B

UNIT MOVEMENT OFFICER (UMO)

A. General. In each company-size (troop, battery, squadron, or detachment) unit, a UMO and an alternate UMO must be appointed. (A senior non-commissioned officer may be appointed.) These individuals must be trained and thoroughly familiar with:

1. United States Army Forces Command Army National Guard Regulation 55-1, Unit Movement Planning; Military Traffic Management Command Transportation Engineering Agency Reference 700-2, Logistics Handbook for Strategic Mobility Planning; and other Service or Major Command regulations.

2. Organization structure (e.g., Air Force, Army) and terms pertaining to air and/or surface operations.

3. The transportability of the unit's organic equipment and cargo.

4. Characteristics and capabilities of the type of asset the unit requires; e.g., containerized cargo requiring flatcars versus box cars, C-5/C-17 aircraft versus C-141, container ship versus cargo and/or Roll-On/Roll-Off ship.

5. Hazardous materials certification process.

6. The contents of this regulation.

NOTE: The term "UMO" includes deployment officer, embarkation officer, etc.

B. The UMO will:

1. Act as the representative of the transported unit commander.

2. Supervise and ensure air movement training of the unit is conducted.

3. Prepare air movement plans.

4. Coordinate and supervise marshalling and outloading of the unit.

5. Maintain liaison with the Departure Airfield Control Group (DACG), provide personnel augmentation, and act as senior DACG representative.

6. Assist in unit off-loading and reassemble in theater.

7. Maintain an updated UMO turn-over or continuity folder.

8. Help prepare the unit's passenger or cargo manifest based on established allowable cabin load provided by the transporting force. See Appendix D.

9. Inspect cargo, equipment, and passenger manifests for accuracy.
 10. Coordinate necessary communications.
 11. Keep the commander informed of all aspects of operation.
 12. For air shipments:
 - a. Ensure all cargo and equipment is prepared to pass the joint airlift inspection. DD Form 2133, Joint Airlift Inspection Checklist (See Figure E-2), is used within the deploying unit (as a guide) prior to the joint airlift inspection. (See Appendix E.)
 - b. Ensure all requirements contained in Appendix E are met.
 - c. Ensure the planeload or troop commander understands responsibilities and conducts the required briefing of troops. (See Appendix G.)
 13. Know Unit Line Number (ULN) and relay ULN to the passenger agent for manifesting.
 14. Ensure an electronic manifest list is built and the manifest is sent in accordance with Department of Defense criteria to the Global Transportation Network.
- C. UMO Folder. Each UMO will maintain all documents needed for air movement. One suggested format is a folder, divided into two sections: an administrative and an operational section (See Figure B-1).

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| <ol style="list-style-type: none"> a. <u>ADMINISTRATIVE SECTION</u>: The administrative section contains the following: <ol style="list-style-type: none"> (1) Index section. (2) Unit standard operating procedures for air movement including notes from previous operations. (3) Unit order appointing the UMO and assistant. (4) List of pertinent references. (5) Names and orders of personnel who are school-trained or otherwise qualified to certify hazardous loads (see AFJMAN 24-204/TM 38-250/MCO P4030.19G/NAVSUP Pub 505/DLAI 4145.3). (6) Point of contact and telephone numbers for key personnel to ensure deconfliction of problems and smooth movement of passengers, supplies, and equipment. b. <u>OPERATIONAL SECTION</u>: The operational section contains the following: <ol style="list-style-type: none"> (1) Index cover sheet. (2) Air movement planning work sheet. (3) Weight and dimensions data on unit vehicles and equipment. (4) Manifest forms with copies. (5) Planning data on transport aircraft, transport ships, rail cars, trucks, etc. (6) Any other data required for movement of the unit. |
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Figure B-1. UMO Folder

APPENDIX C

HAZARDOUS MATERIALS (HAZMAT) **CERTIFICATION AND MOBILITY PROCEDURES**

A. General.

1. HAZMAT requires special attention due to the inherent nature of the items. All personnel involved in the transportation of HAZMAT must be familiar with all laws, regulations, host nation agreements, and other rules affecting the movement of these items.
2. Commanders must ensure that transportation of munitions and other HAZMAT comply with local, state, federal (49 United States Code of Federal Regulations (CFR), international laws and regulations, Status of Forces Agreements, and Department of Defense (DOD) Component publications.

B. Movement by Aircraft.

1. Certification Requirements. The deploying unit is responsible for the certification of ammunition, explosives, and other HAZMAT for movement on DOD owned and controlled airlift IAW Air Force Joint Manual (AFJMAN) 24-204, Defense Logistics Agency Instruction (DLAI) 4145.3, Marine Corps Order (MCO) P4030.19G, Naval Supply (NAVSUP) Publication (Pub) 505, Technical Manual (TM) 38-250, Preparing Hazardous Material for Military Air Shipments. The Shipper's Declaration for Dangerous Goods (Figure C-1) is used to certify shipments.

2. Exceptions. Exceptions to AFJMAN 24-204/TM 38-250/MCO P4030.19G/ NAVSUP Pub 505/DLAI 4145.3 may be authorized by waivers or exemptions for DOD owned and controlled aircraft.

a. Waivers. Waivers are exceptions to the packaging or compatibility requirements of AFJMAN 24-204/TM 38-250/MCO P4030.19G/NAVSUP Pub 505/DLAI 4145.3.

(1) Packaging. Submit requests for waivers to Performance Oriented Packaging (POP) requirements through Service inventory control points (Figure C-2). An approved waiver must accompany each shipment. For Outside Continental United States (OCONUS) shipments, including tactical and contingency operations, POP requirements are mandatory and cannot be waived.

(2) Compatibility. The shipper is responsible for obtaining the waiver for incompatible items. Shippers will submit waiver requests through the Service focal point. If the mobility force adjusts aircraft mission loads during departure airfield operations, the mobility force will request waivers for incompatible items.

b. Exemptions. See Appendix R for guidance.

3. Mobility Considerations.

a. For deployment, sustainment, redeployment, or emergency airlift operations, airlift missions may be validated as meeting AFJMAN 24-204/TM 38-250/MCO P4030.19G/ NAVSUP Pub 505/DLAI 4145.3, Chapter 3, criteria. (Chapter 3 provides special provisions for tactical, contingency, or emergency airlift.) The major command having operational control of the deploying unit justifies the use of Chapter 3 provisions in the airlift request. Transportation Officers (TOs) or Mobility Officers (MOs) must ascertain from their validating Headquarters (HQs) approval of Chapter 3 provisions. TOs or MOs should refer to AFJMAN 24-204/TM 38-250/MCO P4030.19G/ NAVSUP Pub 505/DLAI 4145.3 for specific criteria and conditions, to include permissible fuel levels.

b. There are several methods to transport individual weapons on DOD controlled aircraft. They can be packaged and stowed as cargo in vehicles, or palletized along with other accompanying cargo. On Civil Reserve Air Fleet aircraft, they should be packaged and carried in the baggage compartment. When determined necessary by the troop commander, weapons may be hand-carried aboard all aircraft; however, the Air Mobility Command must be notified of the requirement in time to coordinate with commercial carriers and approve the request. The commander of the deploying force must notify the troop commander that the hand carrying of weapons has been authorized. AFJMAN 24-204/TM 38-250/MCO P4030.19G/NAVSUP Pub 505/DLAI 4145.3, this regulation, Part I, Passenger Movement, Appendix I, and Part II, Cargo Movement, Appendix CC-8 contains instructions for packaging and certification of ammunition. Crew-served weapons must be stored in the baggage compartment. Individual weapons will be inspected at the foot of the steps prior to boarding to ensure weapon bolts are removed or in the open position with flag safety inserted. The chamber must be empty and magazines will not be affixed to the weapon. The mobility force commander will notify the aircraft commander of the requirement to carry loaded weapons for security purposes.

c. Passengers with weapons and ammunition, moving by non-DOD controlled aircraft, will adhere to the security requirements of the individual air carrier. Troop commanders, TOs, and MOs are responsible for coordination with the air carrier.

d. For movement of ammunition and explosives, the unit will coordinate with the aerial port of embarkation for pre-clearances, storage arrangements, and constant surveillance/security arrangements.

e. Airlift planners must coordinate remote parking availability for the movement of ammunition and explosives with all transiting airfields and the aerial port of debarkation.

f. For personnel movement under AFJMAN 24-204/TM 38-250/MCO P4030.19G/ NAVSUP Pub 505/DLAI 4145.3, Chapter 3, normal passenger provisions do not apply. Waivers for moving personnel with accompanying mission equipment are not required.

g. Diversions caused by in-flight cargo leaks are costly and reduce aircraft mission capability. To minimize the opportunity for a fuel leak incident, consider availability of fuel at destination and operational requirements for mission readiness when determining fuel levels and ship with less than the maximum allowable amount when applicable. The shipper is responsible

for ensuring the maximum allowable fuel-in-tank limit is not exceeded and that equipment is prepared properly to prevent leakage (to include shipping with less than maximum allowable amount if necessary). Fuel may be transported in air eligible containers identified AFJMAN 24-204/TM 38-250/NAVSUP PUB 505/MCO P4030.19G/DLAI 4145.3. The items listed below are considered fuel leakers and must be completely drained of fuel for approved AFJMAN 24-204/TM 38-250/NAVSUP PUB 505/MCO P4030.19G/DLAI 4145.3 Chapter 3 for channel movement. Purging is not required. Activities wishing to challenge a particular piece of equipment must do so through their service focal point identified in AFJMAN 24-204/TM 38-250/NAVSUP PUB 505/MCO P4030.19G/DLAI 4145.3, paragraph 1.2.

(1) The MC-1A and MC-2A Compressors. The MC-1A model MC-2A, T.O. 34Y1-56-71, part number 66950, NSN 4310-01-060-0642 is not considered a leaker. The model 2MC-1A may be shipped with fuel-in-tank in accordance with AFJMAN 24-204/TM 38-250/NAVSUP PUB 505/MCO P4030.19G/DLAI 4145.3, Chapter 3. Item nomenclature on the shipper's declaration for dangerous goods form and other documentation must be identified as 2MC-1A. Units must stencil "2MC-1A" on the item so personnel can easily identify the item as 2MC-1A rather than an MC-1A (a known leaker). It is the shipper's responsibility to ensure that an item is not a leaker and to mark accordingly so that the item is not confused with items that are considered leakers.

(2) MA-3 Air Conditioner.

(3) H-1 Heater. When loaded on ramps of a C-130, C-141B, or C-5 aircraft, the fuel tank opening (filler neck) must be located on the high side of the ramp when the aircraft is closed.

(4) The USCSMK Boston Whaler Boat. The United States Navy Patrol Boat Light (PBL) may be shipped with fuel in the tank in accordance with AFJMAN 24-204/TM 38-250/NAVSUP PUB 505/MCO P4030.19G/DLAI 4145.3.

(5) The USMC River Assault Craft (RAC).

(6) Commercial Support Equipment (CSE).

(7) Hobart-86 Power Generator. The Hobart-86 Generator may contain fuel-in-tank not to exceed one-quarter tank capacity for tactical/contingency operations. When loaded on KC-10 aircraft, the fuel filler neck must be facing forward.

C. Movement by Highway.

1. Certification Requirements.

a. Installations/units will use DD Form 836, Dangerous Goods Shipping Paper/Declaration and Emergency Response Information for Hazardous Materials Transported by Government Vehicles/Containers or Vessel (Figure C-3), as a shipping paper and to provide emergency instructions to drivers when operating on public roads. The emergency response instructions inform a driver on how to protect himself/herself, cargo, vehicle, and other life and property from fire, accident, or vehicle breakdown. Appropriate instructions contained in the

Department of Transportation (DOT) Emergency Response Guidebook must be attached, if not contained on the form.

b. DD Form 626, Motor Vehicle Inspection (Transporting Hazardous Materials) (Figure C-4), will be used for inspecting both commercial and government vehicles carrying placarded amounts of HAZMAT on public highways.

c. Units shipping vehicles/containers loaded with HAZMAT are required to complete a Container Packing Certificate or Vehicle Packing Declaration (Figure C-5), if the routing includes a sea leg.

2. Exceptions. See Appendix R for guidance.

3. Mobility Considerations.

a. Drivers carrying HAZMAT shipments must be trained IAW this regulation, Part II, Cargo Movement, Chapter 204.

b. Motor vehicles carrying HAZMAT, IAW this regulation, Part II, Cargo Movement, Chapter 204, Paragraph G.1, must be inspected and a DD Form 626 completed prior to transporting munitions and other HAZMAT.

c. Placards and labels must be affixed IAW 49 CFR, Standardization Agreements, or international directives and regulations.

d. The DD Form 836 must be annotated with HAZMAT data IAW regulations. Required entries on shipping papers include the following: proper shipping name, hazard class and/or division, United Nations/National number, packing group, and total quantity of HAZMAT expressed in metric for explosives.

e. Military drivers must receive emergency response instructions and proper reporting procedures for accidents, incidents, or delays en route.

f. Shipments must be loaded, blocked, and braced IAW 49 CFR and DOD approved specifications.

D. Movement by Rail.

1. Certification Requirements.

a. The deploying unit is responsible for the certifications of ammunition, explosives, and other HAZMAT for rail movement IAW 49 CFR § 174, Division 1.1 or 1.2 (Class A Explosive) Materials, Car Selection, Preparation, Inspection, and Certification.

b. Units shipping vehicles/containers loaded with HAZMAT are required to complete a Container Packing Certificate or Vehicle Packing Declaration, if the routing includes a sea leg.

2. Exceptions.

a. Waivers. The movement of loaded fuel tankers by rail during exercises or deployments is covered by a special approval from the Federal Railroad Administration.

(1) When this special approval is used, a copy of the first page (signatures) and the pages showing the tankers/pods on the Bill of Lading must be provided to the Military Traffic Management Command (MTMC) for each move. These should be faxed to HQ MTMC at Defense Switched Network (DSN) 328-3347 or Commercial (703) 428-3347. MTMC will provide copies to DOT.

(2) Any incidents or accidents involving movement of fuel tankers under this approval will be reported immediately to HQ MTMC (Attn: MTOP-O), (800) 756-MTMC (6862), along with a copy of the after action report when prepared. These will be used to share experiences and countermeasures across DOD, and to support future requests for extensions of this special approval.

(3) Under the special approval, semitrailer tankers, such as an M969A1, will be shipped empty but not purged. This DOD limitation is in affect because the tie-down points on the vehicle cannot withstand forces resulting from a load of fuel.

(4) The unit must provide railroad officials with a copy of the special approval at time of shipment.

b. Exemptions. See Appendix R for guidance.

3. Mobility Considerations. To assure safe movement of equipment, units must adhere to MTMCTEA Pamphlet 55-19, Tie-Down Handbook for Rail Movements. Precautions should be taken to protect items from damage or pilferage such as glass windshield or night vision goggles.

E. Movement by Vessel.

1. Certification Requirements.

a. The deploying unit is responsible for the certification of ammunition, explosives, and other HAZMAT for movement by cargo vessel, IAW 49 CFR, Part 176, Carriage by Vessel and the International Maritime Dangerous Goods Code.

b. The port will prepare DD Form 2776, Dangerous Cargo Load List (Figure C-6), on all hazardous or dangerous cargo packaged into containers. The copy signed by the vessel master, or a licensed deck officer designated by the master, must be retained in the vessel file.

c. Units shipping vehicles/containers loaded with HAZMAT by sea are required to complete the Container Packing Certificate or Vehicle Packing Declaration forms. The certification/declaration verifies that unit packers have properly blocked, braced, packaged, segregated, and marked vehicles/containers loaded with HAZMAT IAW regulations.

2. Exceptions.

a. Waivers.

(1) Commanders in Chief will assign areas of responsibility to a specific Service component command to process waiver requests to DOD explosive safety standards for OCONUS ports. When waivers are issued by the MTMC Operations Center, a copy will be provided to HQ MTMC, MTOP-PRS.

(2) DOD explosive safety waiver requests for Continental United States common-user ports will be processed through the MTMC port manager to HQ MTMC for review and approval.

b. Exemptions. See Appendix R for guidance.

SHIPPERS DECLARATION FOR DANGEROUS GOODS

Shipper					Air Waybill No. Page of pages Shipper's Reference Number <i>(optional)</i>		
Consignee					For optional use for company logo name and address		
<i>Two completed and signed copies of this Declaration must be handed to the operator</i>					Warning Failure to comply in all respects with the applicable Dangerous Goods Regulations may be in breach of the applicable law, subject to legal penalties. This Declaration must not, in any in any circumstances, be completed and/or signed by a consolidator, a forwarder or an ITTA cargo agent.		
Transport Details							
This shipment is within the limitations prescribed for: <i>(delete non-applicable)</i>		Airport of Departure					
PASSENGER AND CARGO AIRCRAFT	CARGO AIRCRAFT ONLY						
Airport destination					Shipment type: <i>(delete non-applicable)</i> <div style="display: flex; justify-content: space-around;"> NON-RADIOACTIVE RADIOACTIVE </div>		
NATURE AND QUANTITY OF DANGEROUS GOODS							
Dangerous Goods Identification					Quantity and type of packing	Packing Inst.	Authorization
Proper Shipping Name	Class or Divi sion	UN or ID No.	Pack ing Group	Subsi diary Risk			
Additional Handling Information							
I hereby declare that the contents of this consignment are fully and accurately described above the proper shipping name, and are classified, packaged, marked and labeled/placarded, and are in all respects in proper condition for transport according to applicable international and national Governmental regulations					Name/Title of Signatory Place and Date Signature <i>(see warning above)</i>		

Figure C-1. Shippers Declaration for Dangerous Goods

Inventory Control Points

<u>AGENCY</u>	<u>DSN TELEPHONE</u>	<u>DSN FAX</u>
AIR FORCE		
OC-ALC/LGMTL 7516 Sentry Blvd, Suite 204 Tinker AFB OK 73145-8912	339-3544	339-7265
OO-ALC/LGMTP 7973 Utility Drive, Bldg 1135 Hill AFB UT 84056-5306	777-4995	777-5921
WR-ALC/LGMPS 375 Perry Street, Building 255 Robins AFB GA 31098-1865	468-9277	468-3048
76 LG/LGTP 401 Wilson Blvd, Bldg 1572, Door 1B Kelly AFB TX 78241-5340	945-7225	945-1347
ARMY		
TACOM/ARDEC	793-6164	793-8204
CECOM (AMSEL-LC-LEO-E-ET3)	992-8883	
AMCOM (AMSAM-MMC-MM-DT)	788-8018/8036	788-2521
TACOM (AMSTA-TR-E)	786-6267	
DLA		
DLA Customer Support Network 1-877-DLA-CALL (352-2255)		
DSCC-VSP (RIC S9C and S9E)	850-3345/8774	850-1753/1901
DSCP-ILTA (S9I - General and Industrial)	444-7499	442-6430
DSCR-RZS (S9G)	695-4454	695-4392
DSCP-MSCBA (S9M - Medical)	444-4189	444-8139/8150
DSCP-HROA (S9S - Subsistence)	444-5353	444-7774/4115
DSCP-CNC (S9T - Clothing and Textiles)	444-2446	444-8143
DDC J-3/J-4-O	977-7029	977-6277
Note: For continuous updated ICP listing refer to the following website: https://ddcnet.ddc.dla.mil/distribution		
EMERGENCY SUPPLY OPERATIONS CENTERS (ESOC)		
DSCC-NABC	850-2271/3191	850-1374
DSCP-IRE	444-2336 or 977-6192	977-4134
DSCR-JKE	695-4211/4865	695-5277
DSCP-MRPS (Medical)	444-2112	444-2666
DSCP-HRO (Subsistence)	444-7904/7160	444-0313
DSCP-CNCE (Clothing and Textiles)	444-9146 Option 1	444-3806/5601
DESC-DL	427-8420	427-8399

Figure C-2. Inventory Control Points

<u>AGENCY</u>	<u>DSN TELEPHONE</u>	<u>DSN FAX</u>
MARINE CORPS		
MCLB Albany GA	567-6786 (Com'l 229-639-6786)	567-5505
NAVY		
NAVICP (CODE PO77)	442-2886	442-4965
NAVICP (CODE M0772.30),	430-2784	430-3480
NAVAMMOLOGCEN (CODE 33)	430-3788	430-5386
NALC AMMOPAC (CODE 4318A)	430-3142	430-8603
NALC AMMOLANT (CODE 4318B)	430-6023	430-8603

Figure C-2. Inventory Control Points (Cont'd)

HAZMAT/HAZMAT/HAZMAT/HAZMAT/HAZMAT/HAZMAT/HAZMAT/HAZMAT							
1a. NOMENCLATURE:		c. CONTAINER SEAL NO.		e. TCN NUMBER:			
b. MODEL NO.:		d. SERIAL NO.:		f. BUMPER NO.			
DANGEROUS GOODS SHIPPING PAPER/DECLARATION AND EMERGENCY RESPONSE INFORMATION FOR HAZARDOUS MATERIALS TRANSPORTED BY GOVERNMENT VEHICLES/CONTAINERS OR VESSEL							
2. SHIPPER/ADDRESS/TELEPHONE NO.		3. LOCATION AND DATE SHIPMENT PREPARED		4. DATE OF TRAVEL		5. PAGE 1 OF _____ PAGES	
6. CARGO (To be completed by the unit or shipper Transportation Office (TO))							
PROPER SHIPPING NAME <i>(Include RQ, Technical Names, Additional Information per 49 CFR 172.203, as required)</i> a.		HAZARD CLASS/ DIVISION b.	UN/ID NUMBER c.	PACKING GROUP d.	PACKAGES NUMBER KIND e. f.		NET TOTAL QUANTITY & GROSS WT. (kg) g.
							TOTAL AMMO (NEW) h.
(Port personnel complete Items 7 and 8.)							
7. PORT OF EMBARKATION (OCONUS only)		8a. SHIP NAME (OCONUS only)			b. VOYAGE NUMBER		
9. CONSIGNEE							
10. REMARKS							
11a. COPY OF EMERGENCY GUIDE NUMBER(S) _____ ATTACHED (See back of this form.)							
b. EMERGENCY NOTIFICATION. In all cases of accident, breakdown or fire, prompt notification must be given to shipper as noted in Item 2.							
c. 24-HOUR EMERGENCY ASSISTANCE TELEPHONE NUMBERS:							
DOD NON-EXPLOSIVE HAZMAT: 1-800-851-8061 AT SEA: 804-279-3131 (COLLECT)		DOD HAZ CLASS 1 (EXPLOSIVES) ONLY: 703-697-0218/0219 (COLLECT) (WATCH OFFICER)		SAFE HAVEN: 1-800-524-0331 NATIONAL RESPONSE CENTER (NRC): 1-800-424-8802 AT SEA: 202-267-2675 (COLLECT)		DOD RADIOACTIVE MATERIALS: ARMY: (703) 697-0218 (COLLECT) USAF: (202) 767-4011 USN/MC: (757) 887-4692/ 1-888/528-0148 DLA: (717) 770-5283	
12. CONTAINER PACKING CERTIFICATE OR VEHICLE PACKING DECLARATION It is hereby declared that the goods described above have been packed/loaded into the container/vehicle identified above in accordance with applicable provisions. (Must be completed and signed for all container/vehicle loads by person responsible for packing/loading.)							
<input type="text"/> CONTAINER NO. _____		<input type="text"/> VEHICLE NO. _____					
a. TYPE OR PRINT NAME		b. SIGNATURE			c. DATE (YYYYMMDD)		
13. SHIPPER'S CERTIFICATION This is to certify that the above named materials are properly classified, described, packaged, marked and labeled, and are in proper condition for transportation according to the applicable regulations of the Department of Transportation, international and national governmental regulations.							
a. TYPE OR PRINT NAME OF SHIPPER CERTIFIER				c. SIGNATURE(S) OF VEHICLE OPERATOR(S)			
b. SIGNATURE OF SHIPPER CERTIFIER							
14. (X as appropriate) PREPARED IN ACCORDANCE WITH:				<input type="checkbox"/> 49 CFR		<input type="checkbox"/> IMDGC	

DD FORM 836, MAY 2000

PREVIOUS EDITION IS OBSOLETE.

This form meets the requirements of SOLAS 74 Chapter VII, Regulation 5: MARPOL 73/78 Annex III, Regulation 4 and IMDG Code, General Introduction, Section 9.

HAZMAT/HAZMAT/HAZMAT/HAZMAT/HAZMAT/HAZMAT/HAZMAT/HAZMAT

Figure C-3. DD Form 836, Dangerous Goods Shipping Paper/Declaration and Emergency Response Information for Hazardous Materials Transported by Government Vehicles/Containers or Vessel

HAZMAT EMERGENCY RESPONSE INFO

EMERGENCY RESPONSE INFORMATION

Guide Numbers 112 And 114 from The US Department of Transportation North American Emergency Response Guide Book (RSPA P 5800.7) are reproduced hereon. These guides are applicable to Hazard Class 1 Materials (Explosives).

Mark an X in the appropriate box

☐

USE GUIDE 112 FOR EXPLOSIVES
(1.1), (1.2), (1.3), (1.5) or (1.6) CLASS A OR B

☐

USE GUIDE 114 FOR EXPLOSIVES:
(1.4) CLASS C

For all other hazardous materials or substances, annotate appropriate Emergency Response Guide Book Guide Number in the block below, and attach a copy of the guide number page or pages.

GUIDE 112

POTENTIAL HAZARDS

FIRE OR EXPLOSION:

MAY EXPLODE AND THROW FRAGMENTS 1600 METERS (1 MILE) OR MORE IF FIRE REACHES CARGO.

HEALTH HAZARDS:

- Fire may produce irritating, corrosive and/or toxic gases.

PUBLIC SAFETY:

CALL CHEMTREC AT 1-800-424-9300.

- Isolate spill or leak area immediately for at least 500 meters (1/3 mile) in all directions. Move people out of line of sight of the scene and away from windows.
- Keep unauthorized personnel away and stay upwind.
- Ventilate closed spaces before entering.

PROTECTIVE CLOTHING:

- Wear positive pressure self-contained breathing apparatus (SCBA). Structural firefighters' protective clothing will only provide limited protection.

EVACUATION:

LARGE SPILL

- Consider initial evacuation for 800 meters (1/2 mile) in all directions.

FIRE

- If rail car or trailer is involved in a fire and heavily encased explosives such as bombs or artillery projectiles are suspected. ISOLATE for 1600 meters (1 mile) in all directions; also, initiate evacuation including emergency responders for 1600 meters (1 mile) in all directions.
- When heavily encased explosives are involved, evacuate the area for 800 meters (1/2 mile) in all directions.

EMERGENCY RESPONSE:

FIRE:

CARGO Fires: DO NOT FIGHT FIRE WHEN IT REACHES CARGO! CARGO MAY EXPLODE!

- Stop all traffic and clear the area for at least 1600 meters (1 mile) in all directions and let burn. Do not move cargo or vehicle if cargo has been exposed to heat.

TIRE or VEHICLE Fires:

- Use plenty of water - FLOOD it! If water is not available, use CO2, dry chemical or dirt. If possible, and WITHOUT RISK, use unmanned hose holders or monitor nozzles from maximum distance to prevent fire from spreading to cargo area.
- Pay special attention to tire fires as re-ignition may occur. Stand by with extinguisher ready.

SPILL OR LEAK:

- ELIMINATE all ignition sources (no smoking, flares, sparks or flames in immediate area).
- All equipment used when handling the product must be grounded.
- Do not touch or walk through spilled material
- DO NOT OPERATE RADIO TRANSMITTERS WITHIN 100 METERS (330 feet) OF ELECTRIC DETONATORS.
- DO NOT CLEAN UP OR DISPOSE OF, EXCEPT UNDER SUPERVISION OF A SPECIALIST.

FIRST AID:

- SEE GUIDE 114 FOR INSTRUCTIONS.

GUIDE 114

POTENTIAL HAZARDS

FIRE OR EXPLOSION:

- MAY EXPLODE AND THROW FRAGMENTS 500 METERS (1/3 MILE) OR MORE IF FIRE REACHES CARGO.

HEALTH HAZARD:

- Fire may produce irritating, corrosive and/or toxic gases.

PUBLIC SAFETY:

CALL Emergency Response Telephone Number on Shipping Paper first.

If Shipping Paper not available or no answer.

CALL CHEMTREC AT 1-800-424-9300.

- Isolate spill or leak area immediately for at least 100 meters (330 feet) in all directions. Move people out of line of sight of the scene and away from windows.
- Keep unauthorized personnel away and stay upwind.
- Ventilate closed spaces before entering.

PROTECTIVE CLOTHING:

- Wear positive pressure self-contained breathing apparatus (SCBA). Structural firefighters' protective clothing will only provide limited protection.

EVACUATION:

LARGE SPILL

- Consider initial evacuation for 250 meters (800 feet) in all directions.

FIRE

- If rail car or trailer is involved in a fire, ISOLATE for 500 meters (1/3 mile) in all directions; also, initiate evacuation including emergency responders for 500 meters (1/2 mile) in all directions.

CARGO Fires: DO NOT FIGHT FIRE WHEN IT REACHES CARGO! CARGO MAY EXPLODE!

- Stop all traffic and clear the area for at least 500 meters (1/3 mile) in all directions and let burn. Do not move cargo or vehicle if cargo has been exposed to heat.

TIRE or VEHICLE Fires:

- Use plenty of water - FLOOD it! If water is not available, use CO2, dry chemical or dirt. If possible, and WITHOUT RISK, use unmanned hose holders or monitor nozzles from maximum distance to prevent fire from spreading to cargo area.
- Pay special attention to tire fires as re-ignition may occur. Stand by with extinguisher ready.

SPILL OR LEAK:

- ELIMINATE all ignition sources (no smoking, flares, sparks or flames in immediate area).
- All equipment used when handling the product must be grounded. Do not touch or walk through spilled material.
- DO NOT OPERATE RADIO TRANSMITTERS WITHIN 100 METERS (330 feet) OF ELECTRIC DETONATORS.
- DO NOT CLEAN UP OR DISPOSE OF, EXCEPT UNDER SUPERVISION OF A SPECIALIST

FIRST AID:

- Move victim to fresh air. Call emergency medical care.
- Apply CPR if victim is not breathing.
- Administer oxygen if necessary.
- Remove and isolate contaminated clothing and shoes.
- Flush skin or eyes with running water for at least 20 minutes.
- Ensure that medical personnel are aware of the materials involved, and take precautions to protect themselves.

SUPPLEMENTAL INFORMATION:

Packages bearing the 1.4S label contain explosive substances or articles that are designed or packaged in such a manner that when involved in a fire, may burn vigorously with localized detonations and projection of fragments.

Effects are usually confined to immediate vicinity of packages

If fire threatens cargo area containing packages bearing the 1.4S label, consider initial isolation of a least 15 meters (50 feet) in all directions. Fight fire with normal precaution from a distance.

DD FORM 836 (BACK), MAY 2000

Figure C-3. DD Form 836 (back)

HAZMAT INST//HAZMAT INST//HAZMAT INST//HAZMAT INST

INSTRUCTIONS FOR COMPLETEING DD FORM 836 DANGEROUS GOODS SHIPPING PAPER/DECLARATION AND EMERGENCY RESPONSE INFORMATION FOR HAZARDOUS MATERIALS TRANSPORTED BY GOVERNMENT VEHICLES/CONTAINERS OR VESSEL	
<p>GENERAL</p> <p>DD Form 836 shall be completed by a qualified* individual from a transportation office, unit or other organization offering hazardous material (HAZMAT) for transportation in areas accessible to the general public.</p> <p>*An individual is considered qualified to complete and sign (certify) DD Form 836, only after having satisfactorily completed either a DOD authorized HAZMAT Course from one of the DOD-approved schools listed in the Defense Transportation Regulation (DTR) or technical specialist training in accordance with DTR, Chapter 204, Para (D). This person shall be appointed in writing by the activity or unit commander, to include scope of authority.</p> <p>Item 1. Fill in the nomenclature, model number, TCN and bumper number/serial number of the vehicle/container. For containers carrying sensitive or classified items, the container security seal is required.</p> <p>Item 2. Enter the shipper's address and telephone number of the HAZMAT origination. Telephone number is for NOTIFICATION PURPOSES ONLY. Emergency assistance shall be obtained from the appropriate 24 HOUR EMERGENCY ASSISTANCE TELEPHONE NUMBER(s) in Item 11c. on the first page of this form.</p> <p>Item 3. Enter the place/date the HAZMAT was certified (e.g., C, Company 66 Armor Motor Pool, Fort Myer, VA 1 Sep 2000).</p> <p>Item 4. Enter the date the HAZMAT will move.</p> <p>Item 5. Enter the page number and total number of pages of this form for the vehicle/container carrying the HAZMAT. Example: "Page 1 of 4 Pages. If there are no continuation sheets, annotate "Page 1 of 1".</p> <p>Item 6a. Enter the proper shipping name of the HAZMAT and if applicable include the technical name. (Enter additional information as required by 49 CFR, 172.203- Example: RQ, Inhalation Hazard or by the IMDG Code General Introduction 9.3 – Example: Flashpoint.)</p> <p>Item 6b. Enter the Hazard class/division and, if applicable, the Compatibility Group.</p> <p>Item 6c. Enter the identification numbers (e.g., NA, UN). The letters "UN" or "NA" must be noted. "NA may not be used for OCONUS.</p> <p>Item 6d. Enter the packing group (e.g., I, II, or III) of the HAZMAT.</p> <p>Item 6e. Enter the total number of packages/items.</p> <p>Item 6f. Enter the type of packaging (e.g., container box, drum, pallet), the HAZMAT is packed in.</p> <p>Item 6g. Enter the total net quantity for non-explosive material in metric measure. US measure may be added in parentheses underneath the metric measure. For vessel shipments, add the total gross mass in metric measure.</p> <p>Item 6h. Enter total Net Explosive Weight (NEW) in kilograms for ammunition/explosive (Class 1 items). NEW information is found in the joint Hazard Classification System (JHCS) in the entry for the NEW (Transportation Quantity). Example: 27.231 kg. NEW</p>	<p>Item 7. To be completed by Port Personnel. Enter the name of Port the HAZMAT is being discharged (e.g., Port of Damman, Saudi Arabia) for OCONUS only.</p> <p>Item 8. To be completed by Port Personnel. Enter the name of the ship used (e.g., USS Watson) and voyage number for OCONUS only.</p> <p>Item 9. Enter the six digit Department of Defense Activity Address codes (DODAAC) and/or the clear geographical location of the ultimate receiver or consignee of the HAZMAT shipment. If this is a unit move, the unit name will be the same as that for Item 2.) Additional information if needed can be annotated in Item 10 or the continuation of Item 10.</p> <p>Item 10. Additional handling instructions/information.</p> <p>Item 11. Self-explanatory.</p> <p>NOTE: For Radioactive Material shipment only: Cross out the non-applicable numbers (e. g. Army shipments – cross out all but Army's radioactive response number.)</p> <p>Item 12. To be completed by person responsible for packing the vehicle or container. Certifying person must type or print name legibly in 12a. and must sign in writing (longhand) in 12b.</p> <p>Item 13. Certifying person must type or print name eligibly n 13a. and must sign in writing (longhand) in 13b. 13c – self-explanatory.</p> <p>Item 14. For CONUS movements: (X) 49 CFR For OCONUS movements: (X) 49 CFR and (X) IMDG</p> <p>NOTES:</p> <p>1. Units returning from firing range must have a certified or qualified person to ensure that all HAZMAT is properly repackaged and secured (i.e., braced, blocked, and tied down) prior to being transported back to base. See exception below.</p> <p>2. Completion of a new DD form 836 is not required. Original DD Form 836 may be used provided that:</p> <p>a. Change Item 3. (Date Prepared) and Item 4. (Date of Travel) as needed.</p> <p>b. Change Item 6. (Cargo):</p> <p>(i) HAZMAT used shall be deleted from form by crossing out or lining through.</p> <p>(ii) HAZMAT which remains, but is in different quantities shall have the correct amounts entered in the appropriate sections(s).</p> <p>EXCEPTION:</p> <p>c. Change item 13b.:</p> <p>(i) A qualified individual (if available) shall sign in writing (longhand). If a qualified individual is not available, then the Officer-In-Charge (OIC) or Non-Commissioned Officer-In-Charge (NCOIC) shall sign in writing (longhand) to verify that the above procedures have been performed for the return trip to base.</p> <p>(iii) Cross out original signature if different certifier will be used.</p>

DD FORM 836 INSTRUCTIONS, MAY 2000

PREVIOUS EDITION IS OBSOLETE.

HAZMAT INST//HAZMAT INST//HAZMAT INST//HAZMAT INST

Figure C-3. DD Form 836 (Instructions) (Cont'd)

HAZMAT//HAZMAT//HAZMAT//HAZMAT//HAZMAT//HAZMAT

1a. NOMENCLATURE: b. MODEL NO.:		c. CONTAINER SEAL NO. d. SERIAL NO.:		e. TCN NUMBER: f. BUMPER NO.:			
DANGEROUS GOODS SHIPPING PAPER/DECLARATION AND EMERGENCY RESPONSE INFORMATION FOR HAZARDOUS MATERIALS TRANSPORTED BY GOVERNMENT VEHICLES/CONTAINERS OR VESSEL							
2. SHIPPER/ADDRESS/TELEPHONE NO.		3. LOCATION AND DATE SHIPMENT PREPARED		4. DATE OF TRAVEL			
				5. PAGE 1 OF _____ PAGES			
6. CARGO (To be completed by the unit or shipper HAZMAT Transportation Office (TO))							
PROPER SHIPPING NAME (PSN) a.	HAZARD CLASS/ DIVISION b.	UN/ID NUMBER c.	PACKNG GROUP d.	PACKAGES		NET TOTAL QUANTITY & GROSS WT. (kg) g.	TOTAL AMMO (NEW) h.
				NUMBER e.	KIND f.		
10. REMARKS (Continuation)							

DD FORM 836, MAY 2000

PREVIOUS EDITION IS OBSOLETE.

HAZMAT//HAZMAT//HAZMAT//HAZMAT//HAZMAT//HAZMAT

Figure C-3. DD Form 836 (Cont'd)

MOTOR VEHICLE INSPECTION (TRANSPORTING HAZARDOUS MATERIALS)													
<i>(Read Instructions before completing this form)</i>													
This form applies to all vehicles which must be marked or placarded in accordance with Title 49 CFR.						1. GOVERNMENT BILL OF LADING/TRANSPORTATION CONTROL NUMBER							
SECTION 1 – DOCUMENTATION				ORIGIN a.				DESTINATION b.					
2. CARRIER/GOVERNMENT ORGANIZATION													
3. DATE/TIME OF INSPECTION													
4. LOCATION OF INSPECTION													
5. OPERATOR(S) NAME(S)													
6. OPERATOR(S) LICENSE NUMBER(S)													
7. MEDICAL EXAMINER'S CERTIFICATE*													
8. (X if satisfactory at origin)								9. CVSA DECAL DISPLAYED ON					
a. MILITARY HAZMAT ENDORSEMENT				d. ERG OR EQUIVALENT COMMERCIAL:				YES		NO			
b. VALID LEASE*				e. DRIVER'S VEHICLE INSPECTION REPORT*:						a. TRUCK/TRACTOR			
c. ROUTE PLAN				f. COPY OF 49 CFR PART 397						b. TRAILER			
SECTION II – MECHANICAL INSPECTION													
<i>All items shall be checked on empty equipment prior to loading. Items with an asterisk shall be checked on all incoming loaded equipment.</i>													
10. TYPE OF VEHICLE(S)						11. VEHICLE NUMBER(S)							
12. PART INSPECTED (X as applicable)		ORIGIN (1)		DESTINATION (2)				ORIGIN (1)		DESTINATION (2)		COMMENTS (3)	
		SAT	UNSAT	SAT	UNSAT			SAT	UNSAT	SAT	UNSAT		
a. SPARE ELECTRICAL FUSES						k. EXHAUST SYTEM							
b. HORN OPERATIVE						l. BRAKE SYSTEM*							
c. STEERING SYSTEM						m. SUSPENSION							
d. WINDSHIELD/WIPERS						n. COUPLING DEVICES							
e. MIRRORS						o. CARGO SPACE							
f. WARNING EQUIPMENT						p. LANDING GEAR*							
g. FIRE EXTINGUISHER*						q. TIRES, WHEELS, RIMS							
h. ELECTRICAL WIRING						r. TAILGATE/DOORS*							
i. LIGHTS AND REFLECTIONS						s. TARPAULIN*							
j. FUEL SYSTEM*						t. OTHER (Specify)							
13. INSPECTOR RESULTS (X ONE) ACCEPTED <input type="checkbox"/> REJECTED <input type="checkbox"/>													
<i>(If rejected give reason under "Remarks". Equipment will be approved if deficiencies are corrected prior to loading.)</i>													
14. SATELLITE MOTOR SURVEILLANCE SYSTEM: (X ONE) ACCEPTED <input type="checkbox"/>						REJECTED <input type="checkbox"/>							
15. REMARKS													
16. INSPECTOR SIGNATURE (Origin)						17. INSPECTOR SIGNATURE (Destination)							
SECTION III – POST LOADING INSPECTION								ORIGIN (1)		DESTINATION (2)		COMMENTS (3)	
This section applies to Commercial and Government/Military vehicles. All items will be checked prior to release of loaded equipment and shall be checked on all incoming loaded equipment.								SAT	UNSAT	SAT	UNSAT		
18. LOADED IAW APPLICABLE SEGREGATION/COMPATIBILITY TABLE OF 49 CFR													
19. LOAD PROPERLY SECURED TO PREVENT MOVEMENT													
20. SEALS APPLIED TO CLOSED VEHICLE; TARPAULIN APPLIED ON OPEN EQUIPMENT													
21. PROPER PLACARDS APPLIED													
22. SHIPPING PAPERS/DD FORM 836 FOR GOVERNMENT VEHICLE SHIPMENTS													
23. COPY OF DD FORM 626 FOR DRIVER													
24. SHIPPED UNDER DOT EXEMPTION 868													
25. INSPECTOR SIGNATURE (Origin)						26. DRIVER(S) SIGNATURE (Origin)							
27. INSPECTOR SIGNATURE (Destination)						28. DRIVER(S) SIGNATURE (Destination)							

Figure C-4. DD Form 626, Motor Vehicle Inspection (Transporting Hazardous Materials)

INSTRUCTIONS	
<p>SECTION I – DOCUMENTATION</p> <p>General Instructions</p> <p>All items (2 through 9) will be checked at origin prior to loading. Items with an asterisk (*) apply to commercial operators or equipment only. Only Items 2 through 7 are required to be checked at destination.</p> <p>Items 1 through 5. Self explanatory.</p> <p>Item 6. Enter operator's Commercial Driver's License (CDL) number or military OF-346 License Number. CDL and OF-346 must have the HAZMAT and other appropriate endorsements IAW Part 383.</p> <p>Item 7. *Enter the expiration date listed on the Medical Examiner's Certificate.</p> <p>Item 8.a. APPLIES TO MILITARY OPERATORS ONLY. Military Hazardous Materials Certification. In accordance with applicable service regulations, ensure operator has been certified to transport hazardous materials.</p> <p>b. *Valid Lease. Shipper will ensure a copy of the appropriate contract of lease is carried in all leased vehicles and is available for inspection. (Defense Transportation Regulation (DTR) requirement.)</p> <p>c. Route Plan. Prior to loading any Hazard Class/Division 1.1, 1.2, or 1.3 (Explosives) for shipment, ensure that the operator possesses a written route plan in accordance with 49 CFR Part 397. Route Plan requirements for Hazard Class 7 (Radioactive) materials are found in 49 CFR 397.101.</p> <p>d. Emergency Response Guidebook (ERG) or Equivalent. Commercial operators must be in possession of an ERG or equivalent document. Shipper will provide applicable ERG page(s) to military operators.</p> <p>e. *Driver's Vehicle Inspection Report. Review the operator's Vehicle Inspection Report. Ensure that there are no defects listed on the report that would affect the safe operation of the vehicle.</p> <p>f. Copy of 49 CFR Part 397. Operators are required by regulation to have in their possession a copy of 49 CFR Part 397 (Hazardous Materials Driving and Parking Rules). If military operators do not possess this document, shipper may provide a copy to operator.</p> <p>Item 9. *Commercial Vehicle Safety Alliance (CVSA) Decal. Check to see if equipment has a current CVSA decal and mark applicable box. Vehicles without CVSA, check documentation of the last vehicle periodic inspection.</p> <p>SECTION II – MECHANICAL INSPECTION</p> <p>General Instructions</p> <p>All items (12.a through 12.t.) will be checked on all incoming empty equipment prior to loading. Items with an asterisk (*) shall be checked on all incoming loaded equipment. Unsatisfactory conditions that would affect the safe off-loading of the equipment must be corrected prior to unloading.</p>	<p>SECTION II (Continued)</p> <p>Item 12.a Spare Electrical Fuses. Check to ensure that at least one spare fuse for each type of installed fuse is carried on the vehicle as a spare or vehicle is equipped with an overload protection device (circuit breaker). (49 CFR 393.95)</p> <p>b. Horn Operative. Ensure that horn is securely mounted and of sufficient volume to serve purpose. (49 CFR 393.81)</p> <p>c. Steering system. The steering wheel shall be secure and must not have any spokes cracked through or missing. The steering column must be securely fastened. Universal joints shall not be worn, faulty or repaired by welding. The steering gear box shall not have loose or missing mounting bolts or cracks in the gear box mounting brackets. The pitman arm on the steering gear output shaft shall not be loose. Steering wheel shall turn freely through the limit of travel in both directions. All components of a power steering system must be in operating condition. No parts shall be loose or broken. Belts shall not be frayed, cracked or slipping. The power steering system shall not be leaking. (49 CFR 396 Appendix G)</p> <p>d. Windshield/Wipers. Inspect to ensure that windshield is free from breaks, cracks or defects that would make operation of the vehicle unsafe; that the view of the driver is not obscured and that the windshield wipers are operational and wiper blades are in serviceable condition. Defroster must be operative when conditions require. (49 CFR 393.60, 393.78 and 393.79)</p> <p>e. Mirrors. Every vehicle must be equipped with two rear vision mirrors located so as to reflect to the driver a view of the highway to the rear along both sides of the vehicle. Mirrors shall not be cracked or dirty. (49 CFR 393.80)</p> <p>f. Warning Equipment. Equipment must include three bi-directional emergency reflective triangles that conform to the requirements of FMVSS No. 125. FLAME PRODUCING DEVICES ARE PROHIBITED. (49 CFR 393.95)</p> <p>g. Fire Extinguisher. Military vehicles must be equipped with two serviceable fire extinguishers with an Underwriters Laboratories rating of 10 BC or more. (Commercial motor vehicles must be equipped with one serviceable 10 BC Fire Extinguisher). Fire extinguisher(s) must be located so that it is readily accessible for use and securely mounted on the vehicle. The fire extinguisher must be designed, constructed and maintained to permit visual determination of whether it is fully charged. (49 CFR 393.95)</p> <p>h. Electrical Wiring: Electrical wiring must be clean and properly secured. Insulation must not be frayed, cracked or otherwise in poor condition. There shall be no uninsulated wires, improper splices or connections. Wires and electrical fixtures inside the cargo area must be protected from the lading. (49 CFR 393.28, 393.32, 393.33)</p>

**Figure C-4. DD Form 626, Motor Vehicle Inspection (Transporting Hazardous Materials)
(Cont'd)**

INSTRUCTIONS

SECTION II (Continued)

i. Lights/Reflectors. (Head, tail, turn signal, brake, clearance, marker and identification lights, Emergency flashers). Inspect to see that all lighting devices and reflectors required are operable, of proper color and properly mounted. Ensure that lights and reflectors are not obscured by dirt or grease or have broken lenses. High/Low beam switch must be operative. Emergency flashers must be operative on both the front and rear of vehicle. (49 CFR 393)

j. Fuel System. Inspect fuel tank and lines to ensure that they are in serviceable condition, free from leaks, or evidence of leakage and securely mounted. Ensure that fuel tank filler cap is not missing. Examine cap for defective gasket or plugged vent. Inspect filler necks to see that they are in completely serviceable condition and not leaking at joints. (49 CFR 393.83 and 396 Appendix G)

k. Exhaust System. Exhaust system shall discharge to the atmosphere at a location to the rear of the cab or if the exhaust projects above the cab, at a location near the rear of the cab. Exhaust system shall be temporarily repaired with wrap or patches. (49 CFR 393.83 and 396 Appendix G)

l. Brake System (to include hand brakes, parking brakes and Low Air Warning devices). Check to ensure that brakes are operational and properly adjusted. Check for audible air leaks around air brake components and air lines. Check for fluid leaks, cracked or damaged lines in hydraulic brake systems. Ensure that parking brake is operational and properly adjusted. Low Air Warning devices must be operative. (49 CFR 396 Appendix G)

m. Suspension. Inspect for indications of misaligned, shifted or cracked springs, loosened shackles, missing bolts, spring hangers unsecured at frame and cracked or loose U-bolts. Inspect for any unsecured axle positioning parts, and sign of axle misalignment, broken torsion bar springs (if so equipped). (49 CFR 396 Appendix G)

n. Coupling Devices (Inspect without uncoupling). Fifth Wheels: Inspect for any visible space between upper and lower fifth wheel plates. Ensure that the locking jaws are around the shank and not the head of the kingpin. Ensure that the release lever is seated properly and safety latch is engaged. Pintle Hook, Drawbar, Towbar Eye and Tongue and Safety Devices: Inspect for unsecured mounting, cracks, missing or ineffective fasteners (welded repairs to pintle hook is prohibited). Ensure safety devices (chains, hooks, cables) are in serviceable condition and properly attached. (49 CFR 396 Appendix G)

o. Cargo space. Inspect to ensure that cargo space is clean and free from exposed bolts, nuts, screws, nails or inwardly projecting parts that could damage the lading. Check floor to ensure it is tight and free from holes. Floor shall not be permeated with oil or other substances. (49 CFR 177.815(e)(1) and 398.94)

p. Landing Gear. Inspect to ensure that landing gear and assembly are in serviceable condition, correctly assembled, adequately lubricated and properly mounted.

SECTION II (Continued)

q. Tires, Wheels and Rims: Inspect to ensure that tires are properly inflated. Flat or leaking tires are unacceptable. Inspect tires for cuts, bruises, breaks and blisters. Tires with cuts that extend into the cord body are unacceptable. Thread depth shall not be less than 4/32 inches for tires on a steering axle of a power unit, and 2/32 inches for all other tires. Mixing bias and radial on the steering axle is prohibited. Inspect wheels and rims for cracks, unseated locking rings, broken. Loose damaged or missing lug nuts or elongated stud holes. (49 CFR 396 Appendix G)

r. Tailgate/Doors. Inspect to see that all hinges are tight in body. Check for broken latches and safety chains. Doors must close securely (49 CFR 177.835(h))

s. Tarpaulin. If shipment is made on open equipment, ensure that lading is properly covered with fire- and water-resistant tarpaulin. (49 CFR 177.835(h))

t. Other Unsatisfactory Condition. Note any other condition that would prohibit the vehicle from being loaded with hazardous materials.

Item 14. For AA&E and other shipments requiring satellite surveillance, ensure that the Satellite Motor Surveillance System is operable. Shipper will instruct the driver to send a "test" emergency message to DTTS by having the driver activate the "emergency (panic) button". Shipper will contact DTTS at 1-800-826-0794 to verify that test message was received. Message must be received by DTTS for system to be considered operational.

SECTION III – POST LOADING INSPECTION

General Instructions.

All items will be checked prior to the release of loaded equipment. Shipment will not be released until deficiencies are corrected. All items will be checked on incoming loaded equipment. Deficiencies will be reported in accordance with applicable service regulations.

Item 18. Check to ensure shipment is loaded in accordance with 49 CFR Part 177.848 and the applicable Segregation or Compatibility Table of 49 CFR 177.848.

Item 19. Check to ensure that load is secured from movement in accordance with applicable service outload drawings.

Item 20. Check to ensure seal(s) has been applied to closed equipment; fire- and water-resistant tarpaulin applied on open equipment.

Item 21. Check to ensure each transport vehicle has been properly placarded in accordance with 49 CFR Part 172 Subpart F.

Item 22. Check to ensure operator has been provided shipping papers that comply with 49 CFR Part 172 Subpart C. For shipments transported by Government vehicle, shipping paper will be DD Form 836.

Item 23. Ensure operator(s) sign DD Form 626, are given a copy and understand the hazards associated with the shipment.

Item 24. Applies to Commercial Shipment Only. If shipment is made under DOT Exemption 868, ensure that shipping papers are properly annotated and copy of Exemption 868 is with shipping papers.

Figure C-4. DD Form 626, Motor Vehicle Inspection (Transporting Hazardous Materials) (Cont'd)

CONTAINER PACKING CERTIFICATE OR VEHICLE PACKING DECLARATION

Person responsible for packing the vehicle or container should complete the checklist. Cross out “vehicle” or “container,” as appropriate. After completion, sign the certification.	
It is hereby declared that the undersigned has visually inspected container/vehicle number <u>(Container/Vehicle Number)</u> and certifies that:	
	The container/vehicle was clear, dry, and apparently fit to receive the goods
	If the consignment includes goods of Class 1 (except Division 1.4), the container/vehicle is structurally serviceable in conformity with Section 12 of the introduction to Class 1 of the IMDG code.
	No incompatible goods have been packed into the container/vehicle, unless approved by the competent authority concerned in accordance with 12.2.1.
	All packages have been externally inspected for damage, and only sound packages have been packed.
	All packages have been properly packed and secured in the container/vehicle.
	If container/vehicle is a bulk container, dangerous goods cargo has been evenly distributed.
	The container/vehicle and packages therein are properly marked, labeled, and placarded.
	When solid carbon dioxide (dry ice) is used for cooling purposes, the container/vehicle is externally marked or labeled in a conspicuous place at the door and, with the words: “DANGEROUS CO ₂ - GAS (Dry Ice) INSIDE. VENTILATE THOROUGHLY BEFORE ENTERING”.
	The dangerous goods declaration required in subsection 9.4 of the General Introduction to the IMDG code has been received for each dangerous goods consignment packed in the container/vehicle.
Name/Status, Company/Organization of Signatory:	
Place and Date:	

Figure C-5. Container Packing Certificate or Vehicle Packing Declaration

DANGEROUS CARGO LOAD LIST <i>(Prescribed by DoD Reg. 4500.9-R)</i>				1. EMERGENCY RESPONSE NUMBERS: DLA - GEN HAZMAT 1-800-851-8061 AOC - AMMO/EXPLOSIVES(703)697-0218/0219				2. PAGE OF PAGES	
3. FROM			b. AGENCY ADDRESS <i>(Include ZIP Code)</i>		4. VESSEL				
a. AGENCY NAME					a. NAME		b. NUMBER	c. REGISTRY	s. IRCS
5. VOYAGE NUMBER	6. VAN NUMBER	7. TOTAL NET EXPLOSIVE WEIGHT: KGS <i>(Lbs)</i>		8. PORT OF ENTRY		9. PORT OF DESTINATION		10. PREPARED IN ACCORDANCE WITH	
								49 CFR	IMDGC
11. TRANSPORTATION CONTROL NUMBER	12. STOW LOCATION	13. PROPER SHIPPING NAME <i>(RD, Waste, Marine Pollutant if applicable)</i>	14. HAZARD CLASS	15. UN NBR	16. PKG GROUP	17. TYPE PACK	18. PIECES	19. WEIGHT: KGS <i>(Lbs)</i>	20. CUBE: M(3) <i>(Ft(3))</i>
			21. NET EXPL. WT.: KGS <i>(Lbs)</i>	22. REMARKS <i>(Flash Point, Ex No., Dangerous When Wet, Poison Inhalation Hazard)</i>					
a.	a.	a.	14a.	15a.	16a.	17a.	18a.	19a.	20a.
			21a.	22a. REMARKS					
b.	b.	b.	14b.	15b.	16b.	17b.	18b.	19b.	20b.
			21b.	22b. REMARKS					
c.	c.	c.	14c.	15c.	16c.	17c.	18c.	19c.	20c.
			21c.	22c. REMARKS					
d.	d.	d.	14d.	15d.	16d.	17d.	18d.	19d.	20d.
			21d.	22d. REMARKS					
23. I hereby declare the contents of this consignment are fully and accurately described above by proper shipping name, are classified, packed, marked/labeled, and are in all respects in proper condition for transport by water according to applicable international and national government regulations.									
a. TYPED NAME <i>(Last, First, Middle Initial)</i>			b. TITLE		c. SIGNATURE			d. DATE <i>(YYYYMMDD)</i>	
e. REMARKS									
24. This is to certify that the cargo inside this unit <i>(Vehicle or Container)</i> / has been properly packed and secured, and that all applicable transport requirements have been met in accordance with the provisions of 12.3.7 (Container) or 17.7.7 (Vehicle), as applicable, of the General Introduction to the IMDG Code.									
a. TYPED NAME <i>(Last, First, Middle Initial)</i>			b. TITLE		c. SIGNATURE			d. DATE <i>(YYYYMMDD)</i>	
e. REMARKS									

DD FORM 2776, SEP 1998 (EG)

REPLACES MT FORM 225-R, MAR 94, WHICH IS OBSOLETE.

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Figure C-6. DD Form 2776, Dangerous Cargo Load Li